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Hongkong, 9th September, 1907.

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All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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P.O. Box 34. Telephone No. 12.

BIRTH.

On September 4th, at Shanghai, to Mr. and Mrs. F. LANGER, a son.

DEATHS.

On September 4th, at Hankow, W. J. WILKES, formerly, Chartered Bank of India, Australia and China, aged 26 years.

On September 6th, at Shanghai, JOHN ALEXANDER STEWART, in his 68th year.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C. HONGKONG OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 11TH, 1907.

THE calling up of the two veterans, their Excellencies CHANG CHI-TUNG and YUEN SHI-KAI, to the Grand Council, and their vacation of their offices as viceroys of the Huikwang and Chilli respectively, implies even more than is apparent on the face of things. Practically it means the final disappearance of the last of the old generation, which was itself the immediate legatee of the evil traditions of the Lins and Yels, who by their crass and wilful ignorance of affairs really brought on the long tale of China's humiliations, from the "battle" of Chuenpi in 1839 to the occupation of Peking in 1900. In no one case were these hostile movements commenced by the Foreigner, who was held up before the nation as a fit subject for reprobation; and these rulers to whom were entrusted the preservation of order were in every case the instigators of the lowest mobs to violence. It was, in fact, the usefulness of the individual representatives of government, and their ignorance of the first principles of order and control, that in every case brought on its own punishment. But like as were the lower officials, truculent and ignorant, so likewise were the chiefs, from the Emperor

himself downwards; so that instead of the errant officer receiving condemnation and (where he deserved it) degradation from the heads of the state, in each case the perpetrator of these senseless outrages—senseless because they could not fail to be revenged by the recipient—was rewarded with honours as the upholder of the dignity of his country. On the other hand men like KISHEN and KIRING, who by dignified men and suave demeanour were practically able to turn almost about their fingers such comparatively unsophisticated agents as POTTING and DAVIS, and who really meant well to their country, ended their lives miserably in banishment. The inevitable consequence of this was the two wars of 1842 and 1858-1860. Hardly better than these was the next generation, when men like LI HUNG-CHANG rose to the head of affairs. With sufficient knowledge of external affairs to avoid the blunders of adopting openly the policy of displaying the tone of superiority which cost their predecessors so dearly, they yet sought, by playing off one Power against the other, to get the Powers themselves to act towards one another the same game. The result was the Japanese War, wherein China met with even worse treatment than before, and had to suffer still deeper degradation, as it was their own nearest neighbour who this time came to the front, and made them submit to still harsher terms. Still Li was unable to read the lesson aright, and China was near having to pay the penalty in entire absorption in the Empire of Russia, then at her height of power. From this she was saved by the skin of her teeth by her late enemy, but had to undergo the still further humiliation of being made to feel that she could no longer pose as a nation dealing on equal terms with even the despised Japanese. But the old heaven was still at work, and this time it was the Empress Dowager, who had contrived to prolong her regency over a benevolent but weak Emperor, and in the uprising of Peking in 1900 hoped with, as she thought, the connivance of Russia, to get rid once for all of the hated but now feared Foreigner. But Russia, even if she cared, could not dissociate herself from the other European Powers, and the result was the flight of the erring Dowager, and her unwilling war. At last the lesson was apparently learnt, but it necessitated the coming to the front of an entirely new class of statesmen, amongst whom LIU KWEN-YI, the late Viceroy of Nanking, took the most conspicuous place, and with the friendly but unobtrusive aid of England succeeded in dragging China out of her latest, but most formidable difficulty.

For a time the Empire was practically ruled by the three men, LIU KWEN-YI, YUEN SHI-KAI, Viceroy of Chilli, and CHANG CHI-TUNG, Viceroy of the Liang Hu. We have lately spoken of the last two of these; the other unfortunately perhaps for his country, died a couple of years ago. Both of the others have proved themselves faithful and patriotic servants, and it is largely owing to their influence that the position of China has been of late decidedly improved, and that she has been again able to hold up her head amongst the nations. This, however, has not been accomplished without much misgiving. The old idea that China can succeed in shaking herself free from her engagements with the world at large is unfortunately still rampant amongst too large a number of her ruling class, and YUEN SHI-KAI has been made the scapegoat, and narrowly escaped two years ago from being deposed; fortunately for China, by keeping his own counsel and acting judiciously, he was able to stem the current and the Empire was probably saved from a worse fall than ever. But the future is by no means assured, and all the schemes proposed as reforms are hardly yet within the reach of China. It is therefore perhaps not altogether to be regretted that the more violent reformers have not been permitted to have their way, and that China has been proceeding on the whole cautiously.

Whether the latest departure, and the handing over of the provinces to the new generation of Statesmen will raise China to a higher relative position, of course, rests one of the problems of the future. It is a reassuring sign, so far as it goes, that CHANG CHI-TUNG and YUEN SHI-KAI have been placed in a position, where, if disposed, they can wield a large influence for good. After all, with all its faults, and they have been many, China has always had an attraction for those who have been associated with it. It is not by chance that individual Chinese statesmen when they chose to unbend themselves have generally exercised a particular charm over even the most intelligent diplomats of stranger nations; sometimes, as we have noticed, with even able men, who have unconsciously been unable to withstand their arguments, even against their

own better judgment. What is true of individuals is largely true of the nation as a whole. China is something more than merely interesting, and her statements, though often childish almost in their ignorance, are yet on subjects of which they have sufficient knowledge the most agreeable of contestants. Few of the numerous envoys sent abroad—but have succeeded in gaining the confidence of the courts to which they were accredited; and though this has occasionally been accomplished by arts verging on humbug, the fact is, however we account for it, that the Chinese Minister never permits himself abroad to sink into a renegade. This is a matter of universal experience, and in judging of the probable future of China at home, we cannot afford to forget that the Chinese statesman, who has got beyond the childish superstitions of his childhood, is quite, so far as intelligence is concerned, on a par with his ordinary European colleague.

The English Mail of the 10th August was delivered in London on the 9th inst.

Sully Prudhomme, the French poet whose death we announced yesterday, was born in 1839.

A fisherman from Tai O was fined \$25 by Mr. Melbourne at the Magistracy yesterday for being in possession of dynamite and fuses.

Andrew Mack, the Irish comedian, now touring in Australasia, is coming to Hongkong, with musical plays like "Tom Moore," "Shan, the Post," and "Jack Skunk."

The San Francisco Courts have ordered the deportation of 106 Japanese subjects who had arrived in the country in violation of the law against the immigration of Asiatic labourers.

Mr. H. Percy Smith has resigned the post of Secretary and Treasurer of the Royal Hongkong Yacht Club. Mr. G. G. Franklin has been appointed Hon. Sec. and Treasurer in his place. Mr. Franklin's address is Queen's Buildings.

Consternation has been caused at San Francisco by the discovery of eighteen cases of bubonic plague. The medical authorities are taking precautions to prevent the spread of the terrible disease.

Six Indians were convicted by Mr. Melbourne at the Magistracy yesterday with being drunk and disorderly at the Indian temple, and were fined \$2 and bound over in \$50 to keep the peace for six months.

Mrs. Neaves, residing at Cosmopolitan Dock, summoned her amah and her boy for refusing to obey orders. The case was heard before Mr. Hazleland at the Magistracy yesterday and the amah was fined \$5 and the boy \$3.

The Shanghai Autumn Race Meeting takes place on Monday, Tuesday and Wednesday, the 4th, 5th and 6th November. There will be nine races on each of the three days, but the entries in each event have not yet been published.

Viceroy Yuan Shih-kai has issued an order to the Maritime Customs that all ingress of officials who travel officially, or other goods of officials shall be duly examined in the same way as those of private persons, so as to check all smuggling.

According to the latest returns, the import of Japanese goods to Vladivostok is worth over a million roubles against 2,200,000 roubles in 1902, while the corresponding figures for Russian exports to Japan are 2,200,000 roubles in 1906 and 8,200,000 roubles in 1903.

The Japanese Minister in Peking has informed the Waiwun that Lieutenant-Colonel Saito with a detachment of Japanese gendarmes, is in Chientau with the object of merely protecting the interests of Koreans there, and asks that the Chinese authorities be notified of the fact in order to avoid misunderstandings.

The N.C. Daily News understands that Adsett is about to make a statement offering to give himself up to the British authorities, and to go to stand his trial at Hongkong, without waiting for the formalities of extradition to be completed, on condition that the British authorities allow him to choose his own counsel for the defence.

The Indian Government's proposals comprise the creation of Advisory Councils and the enlargement of the Legislative Councils. They are generally approved. Lord Minto, the Viceroy, personally initiated the scheme. The "Allahabad Pioneer" finds that the position in the Punjab has improved owing to the firmness displayed by the authorities.

There is a rumour that the American Government has leased the floating and the dry docks at Vladivostok for the whole of next winter. The United States fleet will be anchored during the winter in Novik Bay on the Island of Russki Ostroff, south of Vladivostok. It is also reported that the American Government has leased the Bay for the exclusive use of its fleet for the term of five years.

The Ministry of Agriculture, Works and Commerce in obedience to their Majesties' commands has reported on the rewards to be offered to patriotic and wealthy Chinese who should start great industrial works in the country. One of the recommendations is that the rank of Viscount shall be bestowed on any one who invests a capital of twenty million taels in commercial or industrial enterprises anywhere in the Empire. Merchants in the above respect can only be Barons or Viscounts; Earldoms, Marquises and Dukedoms being beyond them.

A Peking dispatch states that the Chinese Government is arranging for a loan of Tls. 15,000,000 for the reorganization of the Imperial Navy.

The China Times comments scathingly as follows upon the Hankow lottery. "No newspaper or magazine writer who desires himself to be considered honest can afford to represent the Hankow lottery as an honest institution. It is just possible that it is not the most barefaced swindling concern in the Far East. It may be much misunderstood. A lottery, however, is a delusion even when honestly conducted and when people are enticed into buying tickets by the bait of huge prizes which the lottery people themselves admit are not always awarded—we should go further and say that most of them are never awarded—the concern is fraudulent."

Two employees of a Japanese firm in Tientsin were recently arrested by Viceroy Yuan's secret service men for selling arms and ammunition to irresponsible Chinese. These two Japanese, disguised as street hawkers, were caught red-handed outside the "Sankin" Chinese hotel, which is not very far from the "Victory" Yuan's yamen in the native city. According to the Peking correspondent of the N.C. Daily News, they were in the act of delivering two boxes of revolvers and rifle cartridges which were packed underneath toilet requisites. The men who purchased the arms and ordered the Japanese to send them to the hotel, were Chinese detectives disguised as agents of the revolutionaries.

An Australian paper mentions an ingenious plan for smuggling opium practised by some Chinamen in New South Wales.—The Chinese have struck a new idea for smuggling opium ashore. This morning 72 large tins partly filled with opium, which had apparently been thrown overboard from some incoming steamer, were found floating in Watson's Bay (N. S. W.). Two Chinese rowed rapidly away on being seen by a customs officer, who took possession of the tins. But it will be observed that the high Australian tariff means a very strong Customs House establishment. Here in this Colony if our opium revenue were abandoned, there would be no agency, so long as we retain our free port status, to undertake any preventive or detective work that would interfere with smuggling.

THE HARBOUR STABBING AFFRAY.

The case was concluded yesterday in which two members of the crew of the s.s. *Indranelli* were charged with assaulting the third officer, Mr. Thorne. The defendants were Thomas Dean and Charles Reilly.

Mr. Thorne said that when the men returned to the ship in the early morning they were very noisy. He told Dean to go forward but the latter told him to shut his mouth or he would shut it for him adding that he was not going to be spoken to by any one. Witness thereupon seized Dean and was immediately struck. In the struggle which ensued Reilly joined and struck witness. By that time the second officer ran up and knocked Reilly down while the captain seized Dean. Witness did not know he had been stabbed till afterwards. He was wounded on the right breast and the left shoulder. Defendants were the only men who attacked him.

Dean said he had nothing to say except that he was drunk. Reilly denied joining in the struggle between the third officer and Dean.

Mr. Hazleland sentenced Dean to four months' hard labour and Reilly to six weeks.

FRENCH STREET MURDER.

Two men, Kwok Chin and Tse On, coolies, were placed on trial at the Magistracy yesterday before Mr. F. A. Hazleland. They were charged with the murder of Lam Tsoi, a carpenter, who resided at 253, Des Voeux Road, on 27th August, in French Street, West Point. The other two defendants were discharged. Inspector Collett prosecuted.

Mr. Frank Brown, Government analyst, spoke to having examined the jacket belonging to deceased which was blood-stained. He also received a knife from Sergt. Gordon but it was quite clean, having recently been secured.

Inspector Collett produced a bottle of water in which he thought possibly the knife had been cleaned, but witness said the liquid showed no traces of blood.

Dr. Heanley, medical officer-in-charge of the public mortuary, said that on the 28th August he examined the dead body of a Chinese male adult, aged about 37. There were seven wounds on the body. One measured over an inch in length. It was over the centre of the right collar bone. The wound went downwards and backwards for four and a half inches. There were four wounds on the back. Of the other two wounds one was four and a half inches deep and the other seven inches deep. Death was due to hemorrhage and asphyxia caused by the second wound. He did not think the knife produced could have inflicted the wounds.

Mr. H. Goldsmith of the P.W.D. produced a plan of French Street.

A native who was called spoke to seeing the deceased in Des Voeux Road on the night in question. He also saw the deceased. He knew that ill feeling had existed between him and accused for some time. Inspector Collett said the quarrel arose over a singing girl who went over from the defendants' club to that of which deceased was a member. A fight was arranged between the two clubs and the members from both turned out on the 27th ult.—As the defendants' party returned to Chek-tsun-tai they came upon the opposition club and chased them down a certain street. Deceased was set upon by several and stabbed. The interpreter gave formal evidence after which the hearing was adjourned.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

OBITUARY.

LONDON, September 10th.
The Bishop of Chichester, and Edgar Lubbock are dead.

[The Right Reverend Ernest Roland Wilberforce was born in 1840. On leaving college he became curate of Cuddesdon, and after several other appointments held the office of sub-almoner to the Queen from 1871 to 1882. He became Canon, residentiary of Winchester in 1878 and was Bishop of Newcastle from 1882 to 1895.]

[Mr. Edgar Lubbock was Director of the Bank of England. He was 60 years of age.]

NAVAL CHANGES.

LONDON, September 10th.
Admiral Foley succeeds Admiral Lowry in the command of the Channel Fleet.

WHITE LABOUR.

LONDON, September 10th.
Further anti-Asiatic rioting has taken place at Vancouver.

[REUTERS' SERVICE.]

THE ANGLO-AMERICAN ARCTIC EXPEDITION.

LONDON, September 8th.
An Evening News telegram received from Alaska announces that Capt. Mikkelsen returned safely on the 5th inst.

BRITISH TRADE.

LONDON, September 8th.
Exports in August £37,355,041. Imports £49,296,585. The principal increases include £500,000 in Cotton.

MOROCCO.

LONDON, September 8th.
Reuters' correspondent in Casa-Blanca says, certain tribes have asked for a suspension of hostilities, with a view of negotiating peace. General Druce has given them until the 8th September to surrender. It is believed that the tribes merely want to gain time.

THE NEW CUNARD.

LONDON, September 8th.
The departure of the new Turbine Cunarder *Lusitania* developed quite a patriotic demonstration; 100,000 people lined the banks of the Mersey. The *Lusitania* is the largest ship in the world and steams 25 knots. It is confidently expected that she will regain British supremacy for speed. At Tusker Rock Light the *Lusitania* was already leading the *Lucania* which left the Mersey 2½ hours ahead.

THE PALMA SHOOTING TROPHY.

LONDON, September 8th.
The Palma trophy has been won by America with a score of 1712. Canada made 1671, Australia 1653, and Great Britain 1584. The previous best record is 1570.

[N.C. Daily News' Service.]

THE CHINA SQUADRON AT NAGASAKI.

TOKYO, September 2nd.
The British torpedo-boat destroyers which have been cruising on the coast of Japan arrived at Nagasaki yesterday. The warships are expected to-day.

CHINA'S RIGHTS IN KUANTUNG.

TOKYO, September 3rd.
It is alleged that the Waiwun is pressing the Shuiwuchu to withdraw the embargo on cereals into Kuantung lest it should stultify Chinese ownership of the peninsula.

JAPAN'S NEXT BUDGET.

TOKYO, September 3rd.
The Cabinet to-day discussed the next Budget, which, it is understood, will, in the main, follow the lines of the current Budget. The military increment will be thereby deferred and increased taxation is unlikely. The smooth passage of the Budget through the Legislature is assured.

CHINESE COOLIES IN JAPAN.

TOKYO, September 3rd.
The discharge of over one hundred Chinese coolies, employed on the Kogohama Railway, has recently been ordered, as their employment is a violation of the Imperial Ordinance of 1899.

Fifty railway coolies who have arrived at Kobe have been refused permission to land.

KOREAN ANTI-JAPANESE ORGANIZATION.

TOKYO, September 4th.
Korean labourers are organizing a society for the propagation of the independence of Korea, with headquarters at San Francisco.

They have sent a long and urgent appeal to the home people calling on them to decapitate disloyal subjects of Korea; and to bring the ruinous Agreement with Japan to a close. For otherwise, they say, Koreans will remain slaves for ever.

THE FLOODS IN JAPAN.

TOKYO, September 4th.
Official returns of destruction wrought by the floods give the number of deaths at 348. Seventy persons have been injured, and 173 are reported missing.

AMBASSADOR TO JAPAN.

New York, September 4th.
Mr. O'Brien, American Ambassador to Tokyo, will sail with Mr. Taft from Seattle on the 10th inst.

CHINESE COOLIES IN JAPAN.

TOKYO, September 5th.
The Chinese coolies who were attempting to land at Kobe were sent back to Taiwan to-day.

CHOLERA AT KOBE.

TOKYO, September 5th.
Two deaths have occurred from cholera at Kobe and three fresh cases are reported.

SAN FRANCISCO DIRECTOR IMPRISONED.

New York, September 5th.
Mr. Glass, a director of the San Francisco Telephone Company, has been sentenced to five years' imprisonment on a charge of bribery preferred by the supervisors.

SUPREME COURT.

Tuesday, September 10th.
IN SUMMARY JURISDICTION.
Before Mr. A. G. WISE (PUNISH JUDGE).

A SHIPPER'S CLAIM.

Daug Chen, Son and Co. sued the owners of the s.s. *Alldenhall* to recover the sum of \$100, being the difference between the amount received at auction on 48 bags of flour and plaintiffs' costs on same. Mr. P. W. Goldring (of Messrs. Goldring and Barlow) appeared for plaintiffs, and Mr. H. G. C. Bailey (of Messrs. Johnson, Stokes and Master) for defendants.

Mr. Goldring said the action was not for a large sum of money, but his clients wished to fight it on principle, and on the facts he would set forth he contended that the shipowners should be liable for these damaged bags of flour. The goods in question were shipped in defendants' ship from Sydney on May 15th, and in the ordinary course a bill of lading was issued. When the goods were received here, and the consignee sent a purchaser on board the ship, it was found that 51 bags of the flour were damaged. The plaintiffs contended, in view of the terms of the bill of lading, that the goods were damaged through the negligence of the shipowners. They were inspected by Mr. G. P. Lammert on behalf of the plaintiffs, and by Mr. Douglas on behalf of the defendants. Mr. Lammert's report showed that 48 bags were damaged, broken and riven. Mr. Goldring would be able to show that this was the first time shipowners had ever refused to make good damage for broken bags of flour. There was an act in the Commonwealth of Australia known as the Sea Carriage of Goods Act, and that act rendered null and void all clauses which were commonly inserted in bills of lading in Australia, and which attempted to relieve the master or shipowners from negligence. As his Lordship knew, the ordinary bill of lading, as a rule, relieved the shipowner from any liability whatever.

His Lordship—It will in time. Mr. Goldring—Yes, and the Commonwealth of Australia have passed this—which seems to be a very reasonable act—in order that all these strong clauses against the shipper should be made null and void. In the first place we contend that this act is applicable in this case because the contract was made in New South Wales, and the authorities are very clear on a point of *prima facie* law which governs such a case.

After evidence had been given as to the arrival of the flour, and the inspection of the damaged bags.

Mr. Bailey said that if the plaintiffs contended that the Sea Carriage of Goods Act of the Commonwealth fostered all the exceptions on the bill of lading, the defendant Company might as well have no bill of lading at all. The contract in the bill of lading was that the Company should ship in good order and condition, subject to certain exceptions. He submitted that when plaintiffs got the goods they behaved in a very extraordinary way. First they refused to take delivery of 51 bags, then they asked to take delivery of the undamaged ones. Even if the plaintiffs had a case they had to prove that the goods were shipped in good order and condition; they would have to show how the damage was done, and they would have to prove that it was done by the defendants.

His Lordship held that no negligence had been proved, and gave judgment for the defendants with costs.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 7th to 9th September, 1907. The following cards were handed in:—
CAPTAIN'S CUP.
Mr. T. S. Forrest... 78 + 2 = 80
Mr. E. F. Mackay... 80 + 5 = 85
(12 entries).
MAY CUP.
Dr. W. Atkinson... 114 + 20 = 94
(1 entry).
Mr. D. B. Murray... 90 + 12 = 78
Mr. T. S. Forrest... 77 + 2 = 79
Mr. W. J. Saunders... 92 + 9 = 81
Dr. W. Atkinson... 114 + 18 = 96
(11 entries).
* Winner of Captain's Cup.
* Winner of May Cup.
* Winner of Pool.

LATEST STEAMER MOVEMENTS.

The Indo-China str. *Kutang* from Calcutta and the Straits left Singapore for this port on 8th inst. at 4 p.m.
The N.Y.K. str. *Tokoro Maru* (Bombay Line) left Colombo for this port via Singapore on the 9th inst., and is expected here on the 24th inst.

MORRISON-CENTENARY MEETING.

A MEMORABLE ASSEMBLY.

SPEECH BY THE GOVERNOR.

Seldom has the Theatre Royal been so densely and uncomfortably crowded as it was last night on the occasion of the public meeting held in commemoration of Robert Morrison, the pioneer of Protestant missionary enterprise in China. The hundreds of Chinese who filled the body of the hall and the gallery must have afforded considerable pleasure to those interested in religious work among the natives, but it was surprising, considering the domestic derangements involved by the awkward hour for which the meeting was called—7.30—to find so many Europeans present. These were accommodated on the platform, at the rear of which was seated a choir of Chinese girls who sang the National Anthem in the vernacular on arrival of His Excellency the Governor and Lady Lugard. They were accompanied by Miss Brackenbury, Mr. Brackenbury (private secretary) and Captain Taylor, A.D.C. There were also on the platform the Hon. Mr. and Mrs. May and the Hon. Mr. Bea Davies (Attorney General). Prayer having been offered up by the Rev. F. T. Johnson, M.A.,

His Excellency said—We are assembled here this evening to do honour to one who has given his life and his talents to the service of China. Before I proceed with the few remarks which I have to offer to you, I think that it will enable us to get a better sense of proportion and to view the services which Robert Morrison rendered to China in the proper perspective if I glance for a moment at the earlier relations of Europe with China and ask you to remember for a moment his predecessors. It is as long ago as the beginning of the sixteenth century, some 140 years ago, that the early Nestorians came to China, being driven from Europe as heretics, and they left their impress on this country in mission work. The first accurate records we have of a mission work in China date from about the beginning of the fourteenth century, and to Italy belongs the credit of having sent the first Catholic missionaries to China in the thirteenth century.

These men and their successors carried on the work until about the beginning of the nineteenth century, when Robert Morrison arrived in the field. Sectarian disputes had arisen just before this period, when the orthodox Catholics, supported by the Pope, were in antagonism to the more liberal toleration of the Jesuits who were supported by the Emperor Kwangsi. The result was that a prosecution arose and the missionaries were expelled from the country. Just at this moment, when the anti-European feeling was at its height, Robert Morrison came out and landed in 1807 at Canton.

So bitter was the feeling at that time that he was compelled shortly afterwards to leave Canton and to go to Macao, where he remained for some years engaged in literary studies. He did great work in producing an Anglo-Chinese dictionary, until later he was enabled to return to Canton. There among a small circle of followers he devoted himself to literary work until he died in 1834. Now, ladies and gentlemen, I began by saying we were assembled to do honour to the great pioneer and the great founder of missions. In what way is this quiet student in Canton entitled to be called a great pioneer and a great founder of missions then? In my view it was because, first of all, he was the great founder of Protestant missions. He was the man who introduced the British missionary influence into China for the first time, the man who laid down the lines of the broad state-manlike lines of the mission policy followed for many years after his death. It was his policy, for instance, at first to limit mission enterprise to the coast ports, not to precipitate entry into the interior. Secondly, I think the claim is justified because he was the founder of the medical missions. By dispensaries which he opened at Canton he set the example which has developed in later years so prodigiously and most beneficially, and in my opinion—and I have seen mission work in other parts of the world—there is no higher or finer form of missionary enterprise than the medical. As a result the Medical Mission College was founded in 1835 shortly after his death. Thirdly, his claim to our gratitude rests on his great literary work. He was the author of the first great Anglo-Chinese dictionary which has formed the basis of all subsequent works since his day. He established printing presses, translated the whole of the Bible into Chinese, and various tracts, prepared a grammar and translated many works of interest, and he wrote a book on the customs and habits of the Chinese which was the first key to the Chinese habits in Great Britain. His enterprise in this direction resulted in the founding of an Anglo-Chinese school at Malacca by a colleague, Dr. Milner, which later was transferred back to China, and after Hongkong became a British Colony one was founded here. Dr. Morrison stood on the threshold of a new era. His unsentimental work enabled others to sow where he had reaped. His great literary work enabled others who came after him to enter a door which had been closed to himself, and to build upon foundations which he had laid. I think, ladies and gentlemen, that we all stand on the threshold of a new era. During the one hundred years that have passed since Morrison arrived at Canton we have learned a great deal. We stand amazed at the antiquity of the institutions and the learning of China. We recognise the ability of her leaders, and we recognise the industry and self-control of her vast population; and we watch with increasing interest from day to day the efforts which she is making to realise her ideal. During that one hundred years, though there have been many misunderstandings I think we can claim that

no nation has been actuated by more friendly feelings towards China than the British. It is therefore with cordial goodwill that we watch now her efforts to create for herself a position, social, moral and political, among the powers of the earth, such as is due to her to put her in her proper place. In that path of progress she can always count upon British sympathy and assistance if she requires it, and where it may be given legitimately and usefully (great applause).

Dr. WAN TUN MO translated His Excellency's remarks which were received with applause.

Mr. FENG YU THUN, the Canton delegate, addressed the meeting. His remarks were translated by the Rev. Mr. Pearce, who said that the speaker pointed out that in order to discern what sort of a man Morrison was and in order to measure his work they must see if they could into his heart. The distinguishing characteristic of Morrison was love of humanity.

That love was inspired from above. The Ven. Archdeacon BANISTER, in his address, said that it was right that the East and the West should with one voice affirm their faith and love—their faith in the principles of Robert Morrison and their love for him and gratitude for his services (applause). In referring to the work of the earlier missionaries he remarked that it was right that they should recognise the works of every kin and every faith if they were only linked to God Himself (applause). Proceeding, he referred to the task Morrison set himself in preparing his dictionary, and said that they did not need to go to the battlefield to find the heroic men who worked like Morrison showed that heroism was found in other places. Giving figures in exemplification of the fruit of the Morrison college, he mentioned that in Shanghai last year one printing firm sold no less than 1,500,000 worth of Chinese school books, which was a revelation of the demand of the Chinese for the knowledge that had entered China from the West. In conclusion he urged the Christians present not to put their faith in the background and appeal to them to cherish the memory of Robert Morrison.

Mr. AU FONG CHI in his speech said that Morrison tried to bring about better relations between the East and the West. The speaker referred to the yellow peril, which he asserted had to be met with something white, with the white man's assurance, with the white man's respect. The Chinese were very fond of parallel sentences, and sometimes those parallels had very striking lessons. Against the danger of the yellow peril there would have to be set the guarantee of the white race. If a man loved men, men would love him. If a man respects his fellow men, his fellow men respect him. That sentiment he held to be universally true, and he held it to be applicable to the relations between the East and the West.

Rev. T. W. PEARCE, in translating the above remarks said that the sentiment expressed evoked enthusiasm among the Chinese and he hoped it would be appreciated by those on the platform (applause).

On the motion of Mr. WAN TUN MO, seconded by the Rev. Mr. PEARCE, a vote of thanks was accorded to His Excellency.

Sir FREDERICK LUGARD in reply said he regarded it as a great pleasure and a great privilege to preside at the meeting, and speaking on behalf of those behind him on the platform he expressed his admiration of the extraordinary exhibitions of memory given by Dr. Wan Tun-mo and the Rev. Mr. Pearce in translating speeches delivered during the course of the evening (applause).

The Rev. Mr. PEARCE expressed their thanks to the management of the City Hall, and the meeting closed with the singing of the 100th Psalm.

THE TROOPING SEASON.

ARMY BELIEFS FOR SINGAPORE AND HONGKONG.

From a programme of the movements of the Royal Indian Marine stationed during the relief season, 1867-68, it is seen that, on January 21 next, the "Dufferin" leaves Madras for Singapore with the 9th Infantry. On February 1 she returns to Madras with the 95th Infantry, and passes through our port again towards the close of March with the 105th Infantry for Hongkong.

The "Hardinge" leaves Durban on December 10 next, with the second Battalion, Cameroons, for Hongkong, and when she reaches the Highlander, for Hongkong.

Troops have disembarked the proceeds to "Aika" returns to Hongkong with half battalion of the Middlesex Regiment. She passes through Singapore, for Calcutta with the 47th Sikhs, and comes back towards the end of February with the 13th Rajputs, which she will leave in Hongkong, bringing away, on March 3, the 115th Infantry en route to Bombay.

The Northbrook is scheduled to leave Madras on March 17, with the 76th Panjabis, who are going to Hongkong and Yaku. On April 10 she leaves North China for Hongkong and Calcutta with the 41st Dogras.

THE INTERNATIONAL COURT.

The draft of the regulations concerning the establishment of an International Prize Court, which was adopted by the Investigation Committee at the Hague, was made public on Aug. 26th. It provides that the Signatory Powers may each appoint one Judge, but the terms of office of the Judges vary according to the importance of the Powers by which they will be appointed. In the cases of the British, American, German, Russian, French, Japanese, Austrian, and Italian Judges, the term is six years, while the Spanish and Dutch Judges will remain in office for four and three years respectively. The terms of the Chinese and other countries being appointed for one year only. The Court will consist of fifteen Judges, the seats being allotted in alphabetical order. Appeals may be made either by Governments or individuals in the case of neutral nations, but by individuals only in the case of belligerents. It is also provided that only persons of learning and authority shall be nominated as Judges. The Court will sit at The Hague. Japan is a member of the Court from the beginning, and consequently, even if the scheme is finally adopted, she will have nothing to do with it. Whether Japan would permanently refuse to take part in the proposed tribunal, or not, is uncertain. There is, however, no reason for Japan to oppose the proposal strongly, and her delegates will consequently waive their privilege of voting on it, on the ground that Japan desires to consider the matter more fully.

JAPAN.

[FROM OUR CORRESPONDENT.]

Tokyo, August 29th.

THE SEASONS.

It is a common experience of persons just arrived in Japan to find that many fixed notions regarding the country are hopelessly wrong. In the matter of weather they believe there are hard and fast seasons such as the wet season and the dry season, and that the climate is more or less tropical. But there is as much variety of climate here as in England—it is often as cold and it is generally hotter in the summer season, and these conditions can occur at the wrong time of the year just the same. For example the last wet season here was not remarkable, but at present, when it is supposed to be a dry-hot season, we are in the middle of a spell of rain the equal of which has not been experienced for fifty years past. Its effects are disastrous and the loss of life and property enormous.

HAYOCHI BY THE FLOOD.

Beginning with August 23rd the rain fell continuously till yesterday, the 28th, this being the grand finale after a month of more or less wet weather. The results of this excessive rain can only be properly understood by those who are acquainted with Japan, where what are called rivers are for the greater part of the year more streams coursing down broad river beds. In the past few days these river beds have been filled to over flowing. The smiling country of a week ago has been turned into a land of desolation, consequent upon the bursting of the embankments and the flooding of the country round. The position of Tokyo is unique, the city, ordinarily surrounded by richly cultivated plains, being now the centre of many square miles of submerged fields. The calamity, however, is one the people are not unused to, in a less degree. Heavy rains yearly cause more or less destruction, and to build effective barriers against these torrents would mean a huge expenditure, which the country is unable or unwilling to bear.

A RAILWAY BREAKDOWN.

The most remarkable incident of the floods has been the breakdown of the busiest railway of the country, that between Tokyo and Yokohama. Traffic was stopped on Saturday evening, the 24th, and was not resumed until yesterday, the 28th, four clear days of suspension. What this means to the business community cannot be estimated. The electric railway service was also suspended, and the only means of communication between the two ports was a very unsatisfactory boat service, which, however, to have been the best that could be organised. But the boats, which left each and only four or five times a day, could accommodate only about one quarter of those who desired a passage, hundreds of disappointed persons crowding round each departure. In consequence of the breakdown, six persons in all, unable to travel by the boats because they had luggage, hired a small steamer at a cost of 85 yen, anxious to get away from Yokohama, where the water supply was cut off owing to the bursting of the piping. Mail delivery of course has been a very irregular process, and judging from the accounts of trackloads of mail being shipped on already crowded vessels, one wonders why the Government did not make use of a few of the destroyers at Yokohama or other craft for this special purpose. It is perhaps not generous to criticise the authorities at such a time of helplessness before the elements, but the late experiences would be of some benefit if some national effort were made to strengthen the weak places in the railways and the river embankments, instead of patching them up, only to be destroyed by the next great rainfall.

THE STAKE MARKET.

At this season of the year the share market is generally inactive, but owing to the unfortunate floods and more still to the fire at Hakodate depression that has been felt from the beginning of the year, is now accentuated, and the pessimists are for the time being in the ascendant. As a result of the floods four days' inactivity of the Kishida Electric Railway have sent these shares down several points, but the whole market is more severely hit by the Hakodate fire. Probably, if the wealth of the two countries were compared the fire at Hakodate would be found as serious for the people of Hokkaido as that at San Francisco was for the people of California. This is the first great trial the Japanese insurance companies have had of their resources and it will be most interesting to see how they meet the situation. It is stated that the liabilities of the principal native company, the Meiji Fire, will be well over a million yen, while both the Nippon and Tokyo will approach a million. The authorised capital of 10 fire companies in Japan in 1905 was 23 millions; amount paid up over 6 millions, and premium reserve funds nearly 3 millions. The standing of the principal companies in that year is given as follows—

	Capital paid up	Reserves	Dividend
Meiji	500,000	2,421,000	20 per cent.
Nippon	1,000,000	1,011,000	25
Nippon Marine	750,000	1,167,000	10
and Fire	750,000	449,000	12
Teikoku	1,250,000	5,700,000	12
Tokyo	1,250,000	5,700,000	12
Yokohama	1,250,000	712,000	10

Their funds are for the most part invested in such stocks as the Tokyo Railway and the necessity of realising at this critical juncture may have the effect of preventing any recovery of the market for many months to come.

A NEW LABOUR PROBLEM.

While the labour question on the Pacific Coast has occupied columns of the Japanese papers for some time to have been aware of the quiet experiments the Government railway authorities have been making with Chinese coolies in Kyushu. Some three hundred of these men have been employed in railway con-

struction, at pay, it is stated, about half that Japanese labourers receive. No opposition appears to have been encountered on the part of the native labouring element, and as the Government expresses itself satisfied with the new labour, we can only wait and see how the venture turns out. The wages of the lower classes and their standard of living are steadily improving in Japan, and there is no doubt a scarcity of labour for the lowest class of work, consequent upon emigration and increased national prosperity. It is understood that another big batch of Chinese is to be introduced.

RUSSIAN SPIES.

A tragedy of a peculiarly revengeful character—if the motive for the crime is correctly stated—occurred recently in the Shiba district of Tokyo, and has occasioned a good deal of discussion in the Press. One morning a few days ago a Japanese was seen running through the streets bleeding, pursued by another native with a short sword in his hand. The wounded man was at last struck down and lay dying in the street, while his murderer continued his way and surrendered to the police, claiming that he had killed a spy in the pay of the Russians. Whether this is the motive for the crime or not the incident has excited the press and public, and the position of Russian residents in this country has become an uneasy one. Cases have even occurred of threats being made against these foreigners, and both the Premier and Home Minister have thought fit to issue public instructions, pointing out the folly and danger of encouraging such sentiments on the part of the newspapers, and the ingratitude of the sentiment in view of the newly concluded treaty between Russia and Japan. Where requested, special guards have been sent to Russian residents.

A QUESTION OF LOGIC.

Discussing the Archbishop of Canterbury's conspicuous attitude toward the passing of the Decease and Wife's Sister Bill, we said, incidentally, "We do not think we could have been persuaded of the importance of this success if it had depended upon the proportion of people directly benefiting. This view, that there are after all comparatively few men anxious to renege the same mother-in-law, has doubtless helped the forces of the opposition by persuading men that it did not matter much either way." We were rejoicing at the passage of the bill, and endeavoured to show that it had an importance besides its direct benefit for those immediately concerned. A correspondent, to whom we will try to feel suitably grateful, has called our attention to a comment in a weekly journal of no importance, in which the writer, while siding with us in approval of the new law, assails our logic with an inexplicable show of vividness. He represents that if a number of men were known to be wrecked and starving upon a neighbouring island, we would oppose the despatch of a ship to their rescue, because of the smallness of their number; and concludes that the glad reflection that it is a good job the legislators of Britain do not get their logic from Hongkong. Mildly amazed at this onslaught, we can but assent to the latter proposition. Logic has no concern with a remark that some men have perhaps considered the Bill of comparative unimportance, and we made no pretence that it had. There was no argument; only an assertion which we still believe to be unwarrantable. Since, however, our opinion has been requested on our critic's logic, we may say at once that the comment was as illogical as it was foolish. Analogies never have the force of logical arguments, anyway; but the case of the shipwrecked persons is not even analogous. A ship might be sent to rescue one man, but no law was ever passed to relieve the condition of any one man, or of any few men. Laws are made for majorities, for the greatest good of the greatest number. It is quite proper to refuse legislation for the benefit of a few units, and if the Deceased Wife's Sister Bill had concerned only the few immediately benefiting, it might never have been framed. The criticism, however, on re-examination, is too puerile to require further answer, and if our correspondent will look at it again, he may discover that its motive was something less generous and worthy than a respect for logic.

THE HAKODATE FIRE.

An Amori dispatch to the "Yomi" gives a graphic account of the Hakodate fire. It says: "The fire on Sunday night originated in a soap-factory near the schools at Nigashikawa-cho. The wind was blowing so hard at the time that the 'Mitsunaka' had to postpone her departure. The flames consequently spread in all directions with astonishing rapidity, and by about midnight Nakashima-cho was completely swept away. Heart-rendering screams for assistance were heard on every side through the flames and smoke. Soon the Town Hall was ablaze, and next moment the powder magazines near the hall exploded. After this the flames spread more rapidly than before, and the city from the Nippon Yusen Kaisha office on the north to the Omachi Hoangshu cable boat and Horiuchi-cho on the east to Daiba on the west was entirely devastated. The flames then spread to the hills, and burnt many houses, in the harbour a score of lighters, fully loaded with coal, and the steamer 'Nanaka-maru' were consumed by the flames, and all were sunk. Over 15,000 houses were destroyed, and the flames were only got under at eight o'clock the next morning. Over 300 persons were burnt to death or injured. The charred bodies are being picked up and buried therefrom among the debris. Of the principal buildings in the city, the U.S. Consulate, Court, railway station and customs-house have alone escaped.

The survivors are pressed with hunger and thirst, having neither food nor water. Many are compelled to be content with a handful of boiled rice and muddy water. The main pipe from the water-works reservoir burst, causing a flood in the city. Nearly all the people who sought shelter on the hills from the flames were burnt to death. Over 1000 lives have been lost covered on the hill. —Japan Chronicle.

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THE FUTURE OF KIAO-CHAU.

GERMANY'S POSITION IN THE FAR EAST.

The Berlin correspondent of the Times wrote on Aug. 7:—The Tsar's visit to the Emperor William has revived the memory of the circumstances which led up to the occupation of Kiao-chau by Germany ten years ago, and the question as to its fate in the future is being discussed with considerable anxiety. Indications have not been wanting during the past few years that the Reichstag in committee has seriously considered the desirability of withdrawing from the leased territory, and it has repeatedly been asserted that, before the outbreak of the war between Russia and Japan, China approached the German Government with a view to regaining possession of Kiao-chau in return for all quiet compensation and various commercial concessions in other districts of the Empire. The idea of abandoning the remainder of the lease, however, has not hitherto found favour either in official or in Parliamentary quarters, although the increase of politically unproductive expenditure has been viewed with misgivings. During this the first decade of German tenure \$5,500,000 has been expended upon the Kiao-chau territory, and a further outlay of several millions will be required in order to complete the contemplated scheme of development. In view of the still more enormous expense of the port and Hinterland expenditure is a serious matter, even when it is regarded in its narrowest economic aspects.

The dilemma with which Germany is confronted is succinctly stated in the *Zukunft* by the well-known naval critic, Captain Count Reventlow, late of the German navy. Count Reventlow sharply condemns the theoretical manner in which the act of occupation was performed, and he ridicules the original ambition of the German Government to develop Kiao-chau into a second Port Arthur or Hongkong. In view of the overwhelming naval preponderance of Great Britain and Japan in the Far East he describes as absurd and foredoomed from the outset any aspirations which Germany may have cherished on this score, even if since the defeat of Russia Japan had not clearly intimated that she would not countenance the construction of marine batteries and similar fortifications at Kiao-chau. From the military point of view, therefore, Count Reventlow regards the position of the German leasehold territory as hopeless, a dead weight since Germany can never entertain the possibility of maintaining in Far Eastern waters a fleet strong enough to cope with the combined opposition of Great Britain and Japan. Kiao-chau has proved an insuperable obstacle to effective German participation in the various modifications of the balance of power in China. This last consideration is described as one very cogent reason why Japan has not evinced any active desire to relieve Germany of her tenure of the territory. So long, moreover, as Nanking, Dairen, and Chifu are available as points of entrance for Japanese trade, Japan, which enjoys in common with the other Powers the benefits of the "open door" in the province of Shantung, will not seriously endeavour to evict Germany on economic grounds. Nevertheless, if war were between Japan and America were to become imminent, the Japanese, mindful of the anomalous position of Kiao-chau as a neutral haven of refuge during the war with Russia, might well be tempted to put a speedy end to the German occupation. Count Reventlow parenthetically interjects:—"But just in such a contingency as a war between Japan and the United States Germany might find it to her advantage to stake her forces in the Far East, even if it were a *fonds perdu*." At the same time he does not omit to record that what a Japanese Deputy recently described as German "Imperialism" in Asia, is being carefully followed not only by Japan, but also by Great Britain and France. The Anglo-Japanese Alliance is now supplemented by a Franco-Japanese agreement, and there seems reasonable prospect that Russia may ultimately cast in her lot with the syndicate.

In Count Reventlow's opinion Kiao-chau possesses only a very slight importance for German trade in East Asia. Commercially, he says, it is at best only a speculation, political it is an anxiety, and as a military position it is already lost. He inclines to the view that the foundations of solid commercial prosperity might possibly be laid if the territory were formally restored to China. By the terms of the lease China is bound to renege the contract upon demand, and to give Germany the option of a correspondingly favourable point of vantage on the coast. But, he asks, if Germany abandons Kiao-chau, what guarantees is there that the other Powers will allow her to occupy another Chinese port and to convert it into a coaling station? In his opinion, the abandonment of Kiao-chau would mean the loss of Germany's *pièce de terre* on the Asiatic continent. Germany, it might be thought, would be well advised to restore Kiao-chau to China, while the latter is still disposed to grant compensation, and before Great Britain or Japan, on both sides, are obliged to compel her to evacuate the territory, which event she would not receive a single penny in return for her outlay. On the other hand, Germany's "loss of face" would be even greater if she were voluntarily to renounce her foothold in the Far East and with it her only means of exerting pressure upon China, if the latter at the instance of the other Powers proved tardy in fulfilling her obligations.

Count Reventlow is consequently inclined to recommend that Germany should retain Kiao-chau, and make the best of a bad bargain. It would, he repeats, be doing the Americans a politically an ill-vice to abandon Kiao-chau and to leave them all alone in the Philippines. He consoles himself with the characteristic notion that if Japan and the other Powers decide to "smoke out" Germany, an issue of this kind would, "with ordinary luck," make a political and national rallying-cry which could not be too highly rated for contagious self-offences. He sums up his conclusions as follows:—

"Let us, therefore, contemplate the Bay of Kiao-chau without hopes of any kind, and let us always remember that we have no means, either

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Hongkong, 29th November, 1906.

political or military, of defending or preserving the territory, if either China, Japan, or England should no longer desire to see it there as tenants. It was a mistake to lease the territory; but it would be equally wrong to abandon it without obtaining tangible advantages in return, or without being directly compelled to withdraw. Voluntary surrender of the territory, moreover, would react unfavourably upon the domestic of which we have quite enough already. Compulsory retirement, on the other hand, as the result of pressure from outside, would create in Germany a bitter feeling of honour which might be turned to good account, but certainly not for the purpose of celebrating, after a fashion to which we have been accustomed all too long, universal peace, international civilization, and human progress as the highest blessings and as the sole objects of "national ambition."

FATE OF THE PHILIPPINES.

The Washington correspondent of the *Cable* news wired on September 2nd:—Confirming my cablegram to the C. Bureau to the effect that the Philippines would figure prominently in the debates of the next Congress, I am able from the most reliable source, to add that there is every reason to believe that the political future of the islands will be settled by the Congress meeting on the 6th of Monday in December, 1907. I was informed to-day by a statesman, whose name I cannot mention, but whose position is one of high authority, that President Roosevelt and Secretary of War Taft had, after a conference with the Ilocos party leaders, and with the Cabinet, some weeks ago, determined to put the question to the test of debate in Congress, and to demand that the political condition of the Philippines be positively agreed on by Congress.

This means, according to the same authority, that a definite time will be fixed for giving the islands independence, or that they will be formally made a protectorate, colony, territory or other political division of the United States. The Congressmen who are now in the Philippines, or who have been there in the past couple of years, will be the leaders in the debate. Senator William J. Stone, recently in Manila, is said to be primed with facts and figures, against the retention of the archipelago. On the other hand the Congressmen there now, Reynolds, Cocks and McKinney, are to be defenders of the administration.

A QUESTION OF COLLARS.

A writer in a London paper bemoans at some length the bother of dressing in stiff collars and shirts in the hot weather. He says:—"Dressing nowadays has come to such a pitch as to be unbearable. Men and women seem to care more for dress than for any other thing. Once upon a time you used to see gentlemen in the country wearing soft shirts with limp collars; now you never see that style, all are in high double collars. I believe women are greatly to blame for it all. Sports have gone out because men and women will overdo. Go to a modern garden-party where games are going to be played; you will see men turning up in stiff shirts and collars, and women in their smartest frocks, so that anything but the mildest of game is impossible. That is why lawn tennis has gone out and croquet has come in. The latter is a game that can be played in the comfort of frocks and the tallest and stiffest of collars. Go to Henley, and you will see every man except the actual competitors in stiff shirts. An Englishman cannot help exaggerating everything that he does; he spends more in clothes, he tips more, and he lives more expensively than the people of any other nation in the world. In England I spend nearly double in clothes that I do on the Riviera; and when I come to England I live in the country. This ought not to be so. If Englishmen could put down this absurd overdressing instead of trying to alter the shape of present clothes it would be a great deal better."

SHIPPING.

ARRIVALS.

KIUKIANG, British str., 2,337, Wavell, 10th September—Shanghai 7th Sept., General—Butterfield & Swire.
 KWANONG, Chinese str., 1,468, R. Lincoln, 10th Sept.—Shanghai 7th Sept., General—China.
 LIGHTNING, British str., 2,122, E. Fry, 9th September—Calcutta 23rd August, and Straits 5th September, General—David Sassoon & Co.
 PRINZ EDELFRICH, German str., 5,001, E. Malchow, 9th September—Shanghai 7th Sept., General—Molchors & Co.
 THORNTON, Norwegian str., 715, H. Schlytter, 10th Sept.—Hull 5th Sept., Sugar for Ningpo—China.
 TYRUS, British str., 4,759, D. P. Campbell, 10th Sept.—Singapore 5th Sept., General—Butterfield & Swire.
 YATSHING, British str., 3th Sept.—Canton.

CLEARANCES.

At the Harbour Master's Office.
 10th September.
 Accot, British str., for Durban.
 Calches, British str., for Singapore.
 Helene, German str., for Swatow.
 Kwanong, Chinese str., for Canton.
 P. E. Friedrich, German str., for Europe, &c.
 Thikuan Maru, Japanese str., for Kobe.
 Waverley, German str., for Hainan.

DEPARTURES.

10th September.
 FRANKLY, British str., for Hankow.
 GORDON, German str., for Shanghai.
 HONGKONG, French str., for Haiphong.
 HUPUR, British str., for Haiphong.
 JAPAN, British str., for Singapore.
 RAGHURI, German str., for Bangkok.
 TAMING, British str., for Manila.
 WINGSA, British str., for Moji.

SHIPPING REPORTS.

11th Chinese str. Kwanong reports: Light variable winds to West then fresh N. E. wind and sea to Port.

VESSELS IN DOCK.

September 10th.
 ABERDEEN DOCKS.—British.
 KOWLOON DOCKS.—British, H.M.S. Flora, Taitan, Brimley, Penhallow, Knarberg, Maritima.
 CORMORANT DOCK.—British.

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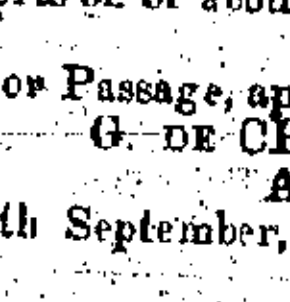
"PERSIA,"
 Capt. Craggell, will leave for the above place on MONDAY, the 10th inst. v.m.
 For Freight or Passage, apply to
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"NERA,"
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 Hongkong, 9th September, 1907.



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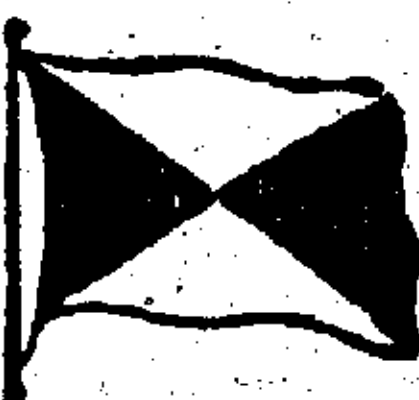
"VORWAERTS,"
 Captain B. Bednarz, will be despatched as above on or about FRIDAY, the 26th September.
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Sections.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	CEYLON	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	About 11th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	MALTA	Brit. str.	—	E. A. Peters	P. & O. S. N. Co.	On 24th inst., at Noon.
MARSEILLES &c. VIA PORTS OF CALL.	TOURANE	Fre. str.	—	Laucolla	MESSAGERIES MARITIMES.	On 17th inst., at 1 p.m.
MARSEILLES, HAVRE & COPENHAGEN	TRANQUER	Dan. str.	—	Winnaberg	MELCHERS & Co.	On 17th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	FLAYONIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	RHEINHAUS	Ger. str.	k.w.	r. Hoff	HAMBURG-AMERIKA LINIE	On 19th October.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	HAMBURG-AMERIKA LINIE	On 2nd October.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	HOFENSTAUEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 30th October.
TRISTE, PLYMOUTH, HAVRE & HAMBURG	YORWARTS	Ger. str.	—	B. Bednarz	SANDER, WIELER & Co.	About 20th inst.
ODDESA, &c. VIA SINGAPORE, &c.	KOSTROMA	Aus. str.	—	—	MELCHERS & Co.	Middle of October.
BOSTON & NEW YORK	CHAZEBE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 14th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	TAMTAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 p.m.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TRENTON	Am. str.	1 m.	T. W. Garlick	TOYO-KISEN KAISHA	Middle of October.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	KARATO MARU	Jap. str.	—	G. C. Christensen	CHINA COMMERCIAL S.S. Co.	On 23rd inst., at 5 p.m.
SALINA CRUZ, MEXICO VIA MOJI, JAPAN	MARIE	Ger. str.	—	D. Louz	MELCHERS & Co.	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	IRISH SIGNSUND	Brit. str.	1 m.	St. John George	GIBB, LIVINGSTON & Co.	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN &c.	ALDENHAM	Brit. str.	—	—	DODWELL & Co., Ltd.	On 14th inst.
VLADIVOSTOK	VINE BRANCH	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 10th Oct., at 4 p.m.
YOKOHAMA AND KOBE	INDIEN	Dan. str.	—	W. von Seiden	MELCHERS & Co.	About 18th October.
YOKOHAMA AND KOBE	CHINGTO	Brit. str.	—	H. Koops	HAMBURG-AMERIKA LINIE	Quick despatch.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
YOKOHAMA AND KOBE	TIJINI	Dut. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
CHEFOO & NEWCHWANG	KOWLOON	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
CHEFOO & NEWCHWANG	KWIKWANG	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 13th inst.
SHANGHAI VIA SWATOW	KWICHOW	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 14th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YATSHING	Brit. str.	—	G. Hooker	SANDER, WIELER & Co.	On 16th inst., p.m.
SHANGHAI, KOBE & YOKOHAMA	BORNEO	Brit. str.	—	M. Courtney	MESSAGERIES MARITIMES	On 18th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	k.w.	G. W. Gordon	HAMBURG-AMERIKA LINIE	About 20th inst.
SHANGHAI, KOBE & YOKOHAMA	PERIA	Brit. str.	—	W. P. Baker	SANDER, WIELER & Co.	Middle of October.
SHANGHAI, KOBE & YOKOHAMA	NEBA	Aus. str.	—	Craggell	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	C. Schmitz	MESSAGERIES MARITIMES	On 14th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	OCEANA	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k.w.	W. Hayward, R.N.R.	HAMBURG-AMERIKA LINIE	On 13th inst., at Daylight
SHANGHAI, KOBE & YOKOHAMA	CANTON	Swed. str.	—	—	SANDER, WIELER & Co.	On 14th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	DAIN MARU	Jap. str.	—	I. Sakurai	SURWAN, TOMES & Co.	On 17th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.	J. S. Rouch	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	KIKIANG	Brit. str.	1 m.	H. A. Warrell	MELCHERS & Co.	To-morrow, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	SHAHSING	Brit. str.	1 m.	L. D. Northcombe	CARLOWITZ & Co.	Beginning of October.
SHANGHAI, KOBE & YOKOHAMA	SINGAN	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	LOONSWANG	Brit. str.	—	Jameson	OSAKA SHOSHUN KAISHA	On 15th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	RUH	Brit. str.	—	F. Wheeler	JAVA-CHINA-JAPAN LINIE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	TEAN	Brit. str.	—	R. Almond	—	—
SHANGHAI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	1 m.	A. Somerville	—	—
SHANGHAI, KOBE & YOKOHAMA	SUNGKIANG	Brit. str.	—	A. Fraser	—	—
SHANGHAI, KOBE & YOKOHAMA	BORNEO	Ger. str.	1 m.	F. Sembill	—	—
SHANGHAI, KOBE & YOKOHAMA	ISCHIA	Ital. str.	k.w.	D. Jui	—	—
SHANGHAI, KOBE & YOKOHAMA	FAUSANG	Brit. str.	—	Melkin	—	—
SHANGHAI, KOBE & YOKOHAMA	YERIMO MARU	Jap. str.	—	N. Kobayashi	—	—
SHANGHAI, KOBE & YOKOHAMA	TIPANAS	Dut. str.	—	Pender	—	—



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 14th September.
ZAFIRO	2540	A. Fraser	Manila	On 21st September.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th September, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to
 SHEWAN, TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 3rd September, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"TRANQUER" ...	On 17th September
YOKOHAMA and KOBE	"INDIEN" ...	On 24th September
SHANGHAI, YOKOHAMA and KOBE	"CANTON" ...	Middle of October

For Further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 10th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI VIA SWATOW	"YATSHING" ...	Wednesday, 11th Sept., 4 p.m.
MANILA	"LOONGSANG" ...	Friday, 13th Sept., 4 p.m.
SINGAPORE	"FAUSANG" ...	Saturday, 14th Sept., 3 p.m.
SHANGHAI	"KWONGSANG" ...	Saturday, 14th Sept., 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG" ...	Thursday, 19th Sept., 4 p.m.

REDUCED FAIRTS TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single 85.
 Return 160.
 These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.
 Hongkong, 11th September, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA
 MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 12th September.
SUVERIC	9,606	W. Shoten	On 1st October.
KUMERIC	9,606	D. Baird	On 15th October.
SHAWMUT	9,606	E. V. Roberts	On 5th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-tower s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodations for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 3rd September, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHEINIA," "HARBURG" and "HOHENSTAUEN." These have very large cabins, provided with ONLY LOWER BERTHS. The cabins are fitted with a fan. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

Steamers	DATE OF SAILING
HOHENSTAUEN	1st October
SILESIA	2nd November

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

Steamers	DATE OF SAILING
RHEINIA	2nd October
HOHENSTAUEN	30th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

STEAMERS	DATE OF SAILING
BELGRAVIA	FOR SHANGHAI, KOBE & YOKOHAMA ... 13th Sept.
SUEVIA	FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Sept.
HOHENSTAUEN	FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Oct.
SITHANIA	FOR SHANGHAI, KOBE & YOKOHAMA ... 15th Oct.
SEGOVIA	FOR SHANGHAI, KOBE & YOKOHAMA ... 27th Oct.

NEXT SAILINGS HOMEWARD:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORT SAID, ADEN, SUEZ, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC" PERMANENT SERVICE to Arabian and Persian Gulf Ports.

SLAVONIA ... HAVRE, BREMEN & HAMBURG ... 22nd Sept.
 RHEINIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 2nd Oct.
 BELGRAVIA ... HAVRE & HAMBURG ... 10th Oct.
 HOHENSTAUEN ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Oct.
 Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified Doctor and stewardesses carried. Laundry on board.

COAST SERVICE.

KOWLOON FOR TSINGTAO, NAGASAKI & VLADIVOSTOK ... 12th September.
 Freight and Passengers.

VESSELS ON THE BERTH.

FOR VLADIVOSTOK.

THE Steamship.

"VINE BRANCH" will be despatched as above on 14th September.
 For Freight and further particulars, apply to
 DODWELL & CO., LTD.
 Agents.
 Hongkong, 7th August, 1907.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 FOR BOSTON AND NEW-YORK.
 S.S. "GHAEZE" ... 14th Sept.
 S.S. "SIXTH" ... 5th Oct.
 1st Class Passenger accommodation.
 For Freight and further information, apply to
 DODWELL & CO., LTD.
 Agents.
 Hongkong, 22nd August, 1907. 1226-1234

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEAN AND BLACK SEA PORTS.

THE Steamship.

"TOURANE" Captain Laucolla, will be despatched for MARSEILLES, on TUESDAY, the 17th September, at 1 p.m.
 This Steamer connects at Colombo with the Australian line s.s. "Aden" and "Bélie," bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "AUSTRALIAN" ... 1st Oct.
 S.S. "NELA" ... 15th Oct.
 S.S. "YARRA" ... 29th Oct.
 S.S. "ERNEST SIMONS" ... 12th Nov.
 S.S. "TUNKIN" ... 26th Nov.
 S.S. "POLYNESIAN" ... 10th Dec.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 4th September, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship.

